

## Governor Appoints Members To Transportation Commission & Aeronautics Board

On February 25, Governor Brian Schweitzer appointed three new members to the Montana Transportation Commission and five new members to the Montana Aeronautics Board.

The state's Transportation Commission and Aeronautics Board are independent, quasi-judicial bodies established by state law. The appointments are for four-year terms and subject to approval by the Montana Senate.

Members of the Transportation Commission represent the five transportation districts in the state. At least one of the members must have specific knowledge of Indian culture and tribal transportation needs. The director of MDT acts as a liaison between the commission and the Department of Transportation.

The Aeronautics Board consists of nine members, at least one of whom must be an attorney. Members of the board represent various facets of the aviation community. The board acts in an advisory capacity to MDT and has statutory authority over allocation of airport development loan and grant funds and pavement preservation grant funds.

### Transportation Commission



Bill Kennedy



Deb Kottel



Rick Griffith

Bill Kennedy, a Yellowstone County Commissioner, will serve as chair of the Transportation Commission. Kennedy is currently president of the Montana Association of Counties. He will represent District 5 on the commission replacing Meredith Reiter.

Deb Kottel will fill the District 3 post formerly held by Dan Rice. She is dean of the College of Graduate Studies at the University of Great Falls. She also serves as chair of the Great Falls International Airport Authority Board and is on the executive committee for the Great Falls Development Authority.

Rick Griffith will represent District 2 replacing Shiell Anderson. Griffith is the manager of Bert Mooney Airport in Butte and president of the Butte Local Development Association. He has served as a Butte-Silver Bow commissioner and city councilman and is past president of the Montana Airport Managers Association.

### Aeronautics Board



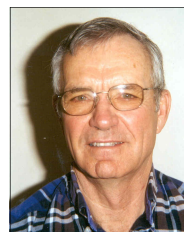
Tricia McKenna



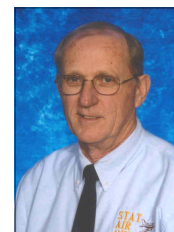
William Hunt Jr.



Fred Leistiko



Roger Lincoln



Ted Schye

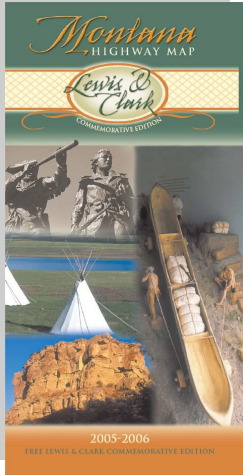
Tricia McKenna will represent the Chamber of Commerce on the Aeronautics Board and serve as its chair. McKenna is a registered life and health insurance agent and is a partner with her husband in John McKenna and Associates. She is a member of the Bozeman Chamber of Commerce and is active in Special Olympics.

William E. Hunt, Jr., a city attorney for Shelby, will serve as the local government representative and attorney member of the board. He is a captain in the Montana Army National Guard and commander of the 3669th General Support Maintenance Company. He is also a volunteer emergency medical technician and a board member for the Toole County Golden Triangle Mental Health Center.

Fred Leistiko is manager of the Kalispell City Airport and will represent the airport managers on the board. He is chair of the Flathead County 911 Administrative Board and member of the state 911 Advisory Council.

Roger Lincoln and his wife own a crop-spraying business as well as farms in Hill and Toole Counties. He is on the Farm Service Agency committee for Hill County and belongs to the Montana Pilots Association and the Montana and National Aerial Applicators Associations. He will serve as representative for aerial applicators.

Ted Schye is chief pilot and director of operations for Glasgow's Frances Mahon Deaconess Hospital air ambulance. A farmer for 25 years, Schye is also an aviation educator and a long-time member of the Montana Pilots Association and the Aircraft Owners and Pilots Association. He will represent the Montana Pilots Association on the board.



## New Highway Map Commemorates Lewis and Clark Bicentennial

The new 2005–2006 Lewis and Clark Commemorative Edition of the Montana Highway Map is now available for free distribution. This year's map celebrates the 200th anniversary of the Corps of Discovery's historic journey through Montana.

The map also has a new look and a new feel. Printed on a semi gloss, recycled paper, the colors appear more vibrant and the text is sharper and easier to read. At the request of map users and travelers, a driving distance map showing time and distances between select Montana cities was once again placed on the front of the map. The mileage chart was also returned to the front to keep all map-related and location data on the same side.

The back of the map continues to showcase Montana's major urban and tourist destination areas. The new layout includes

two additional inset maps, one for Big Sky Meadow Village and one for Sidney, as well as information on the six tourism regions. The back side also lists national signature events surrounding the Lewis and Clark Bicentennial, highlights places to visit along the Lewis and Clark trail, and provides Web sites and phone numbers.

This year's map was redesigned using ArcGIS 9.0 software. The new platform can work with other mapping and spatial programs and facilitates adding new layers for future updates. The new map has 75 layers of information and shows over 25,000 miles of roads and 566 cities and towns. It continues to display traffic regulations; weather report, road condition, and emergency phone numbers; Montana's state symbols; and a welcome message from Governor Schweitzer.

To order your copy of the new map, call 800-VISIT MT (800-847-4868) or visit the Web at <http://www.mdt.state.mt.us/travinfo/maps>.

## Eureka and Kalispell Rail Lines Change Hands

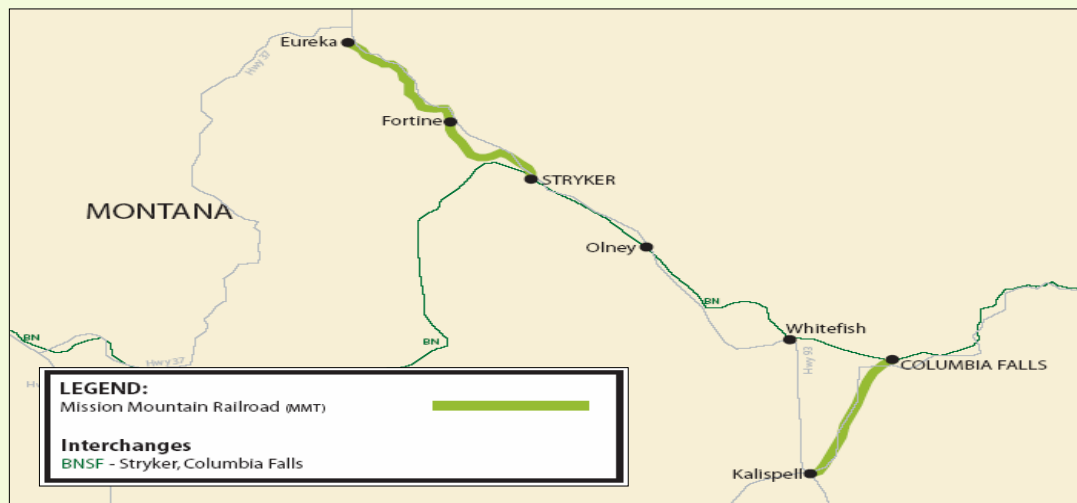
On December 28, the Mission Mountain Railroad became Montana's fourth short-line railroad when it began operation on 40 miles of track in northwest Montana.

Mission Mountain took over two separate lines through lease and purchase agreements with the Burlington Northern and Santa Fe Railway Company. The northern line begins at Stryker and extends northwest to Eureka. The southern line begins in Columbia Falls and extends southwest to Kalispell. Together, the two lines

are expected to serve about a dozen customers and move over 10,000 carloads of primarily forest products and grain each year.

Mission Mountain is a wholly owned subsidiary of Watco Companies, which is based in Kansas. Watco currently operates nine other short-line railroads in eleven states.

Mission Mountain Railroad's office is in Columbia Falls. For more information, contact general manager Norm Brown at 892-3293 or [nbrown@watcocompanies.com](mailto:nbrown@watcocompanies.com).



# Dena Mora Rest Area Welcomes Visitors



Montana's newly constructed Dena Mora Rest Area received high ratings for its design and cleanliness.

Visitors entering Big Sky Country from Idaho or leaving Montana heading west on I-90, will find a newly constructed rest area at Dena Mora. The new facility, located approximately 5 miles from the Idaho border, features natural materials such as wood and masonry to help the structures blend with their surroundings. Exterior lighting contributes to the safety and security of rest area users.

In 1995, when MDT staff began planning for the replacement of the Lookout Pass rest area, a field review indicated that a dual rest area (one with a facility on each side of the Interstate) at Dena Mora was the best option. Construction began in the spring of 2003, and the facility was completed in the summer of 2004.

During the fall of 2004, travelers who stopped at Dena Mora were asked to fill out a survey rating 30 elements including aesthetics, accessibility, facilities, travel information, picnic area, landscaping, and safety. Travelers who completed the survey

(100 surveys were returned) had an overwhelmingly positive impression of this facility. Visitors gave the highest ratings to the building design, cleanliness, walkways, and access and parking. Of those responding, 87% thought the design was excellent, 94% rated the cleanliness as excellent, and 98%

said the parking access and walkways were excellent or good. When comparing this facility to rest areas in other states, 95% of the respondents, representing sixteen states from coast-to-coast, rated it excellent or good.

Respondents also provided the following comments:

- "Very nice."
- "Perfect."
- "Nicest I've ever seen."
- "Beautiful, great materials."
- "By far the best."
- "Best we have been in."
- "We were impressed with rest stops in this area."
- "I really like the choice of locale and design to fit with environment."

The positive survey results at the new Dena Mora Rest Area are similar to results gathered at the Sweet Grass Rest Area after it was rebuilt in 2002. With additional rest areas planned throughout the state, visitors and residents can look forward to new and improved facilities as they travel throughout "Big Sky Country."



The Dena Mora Rest Area replaced the old facility pictured above.

*"This is a beautiful top-notch facility. We always feel so welcomed when we visit Montana. Thank you."*

*Visitor's comment – fall of 2004*

## Watt Levis Named MDT Public Information Officer



Charity Watt Levis

Charity Watt Levis was recently named the public information officer for the Montana Department of Transportation.

In this position, Watt Levis will oversee the department's external and internal communications and public relations activities. She will be the main point of contact for media throughout the state.

Most recently, Watt Levis was the information officer at the

Mountain-Pacific Quality Health Foundation and prior to that was the manager of public relations for AAA MountainWest. She also served as the program manager at the Helena Area Chamber of Commerce.

A Helena native, Watt Levis holds a Bachelor of Science in Business-Marketing degree from Montana State University-Bozeman.

To contact Charity, call 444-7205 or send an e-mail to [cwattlevis@mt.gov](mailto:cwattlevis@mt.gov).



## Before & After

### U.S. 2 — Columbia Heights-East

*Before*



*U.S. 2 near Columbia Heights in August 2002 prior to the improvement project.*

*After*



*The same stretch of highway in August 2004 following completion of the Columbia Heights-East Project.*

## Transit Tales

### MDT Chooses Bicycle/Pedestrian Coordinator



*Pam Langve-Davis*

A Montana native, Pam grew up in Laurel and lived in Gardiner before moving to Helena seven years ago. She started working for MDT in the summer of 1997, traveling throughout the state to rate road conditions for the Materials Division. Most recently, she was a program specialist with the Community Transportation Enhancement Program and a planner in the Project Analysis Bureau.

Pam Langve-Davis is MDT's new bicycle/pedestrian coordinator. She will serve as a contact for bicycle and pedestrian safety information, assist with design standards for bicycle/pedestrian facilities, supply signs for cycling events, provide bicycle touring information, and coordinate training of MDT and local staff in bicyclist and pedestrian facility design.

A Montana native, Pam



*At age six, Twila Davis is already a veteran cyclist.*

As the mother of a six-year-old daughter, Twila, who started hiking and biking when she was two, Pam has a vested interest in bicycle/pedestrian safety and awareness.

If you have any questions for Pam, contact her at 444-9273 or [plangvedavis@mt.gov](mailto:plangvedavis@mt.gov).

### MTA 2005 Spring Conference

The Montana Transit Association (MTA) will hold its 2005 Spring Conference April 13-15 at the Holiday Inn-Parkside in Missoula. The conference is an annual event that provides the transit community with information and updates on new federal and state programs. This year's agenda includes workshops by MTA members, MDT staff, and guests from the Community Transportation Association of America.

MDT staff will also present a course on Passenger Assistance Service and Safety beginning April 12.

For further information, contact Lyn Hellegaard of the Missoula Transit Association at 327-8707.

## The Life and Times of CTEP

Watch out! There's a new teen-ager on the block! But maybe that's not so bad. Depending on how you count the years, the Community Transportation Enhancement Program (CTEP) is now about 13 years old. Like all youngsters, CTEP has had its share of growing pains but has survived and flourished through the years, and the expectation is that CTEP—which is very popular with Montana's local and tribal governments—will be equally successful in the future.

### The Early Years

Not many of us remember the birth of CTEP—in fact, none of the current MDT CTEP staff were a part of the original program—and most of the original local-government CTEP administrators have been replaced or have retired. CTEP was developed in 1992 through collaboration with MDT, the Montana Association of County Officials, and the Montana League of Cities and Towns. The ensuing tri-party agreement established a unique process whereby the funding that must be spent on enhancements in the Federal-aid program (about \$5 million annually) would largely be allocated to local governments for eligible projects selected by local officials. This approach is significantly different than transportation enhancement programs in other states where communities must apply for funds and the state picks the projects.

The records show that the first CTEP project applications were submitted in late 1992 and early 1993. A railroad depot rehabilitation in Harlowton and landscaping of city parks in Red Lodge were among the first project applications, as well as applications for pedestrian and bicycle paths in Great Falls and Missoula. Eventually, nearly every eligible local government in Montana put forth a project application (there are a few local governments that have never applied for a project—however, they have donated funds to other local agencies for projects).

### The Wonder Years

A popular television show of some years past—"The Wonder Years"—focused on a young boy as he grew up, getting educated both in and out of school. The show's narrator—the grown-up man that the boy became—leads us to believe that those were the best years of his life—truly wonderful years. The wonder years for CTEP happened in the mid-1990's as the program grew solid roots and local governments became familiar with the ins and outs of CTEP. In the three years from 1994 through 1996, more than 200 project applications were submitted, and many of the earliest projects were completed. CTEP was growing up and taking on a life of its own. Some changes to the program were made in 1998 with the passage of the TEA-21 transportation bill, including direct allocation of funds to Montana's seven Indian tribal governments, but the program had basically been established and was rolling in high gear.

### The Present and Future

Although MDT moved CTEP from its Planning Division to the Engineering Division in late 2003, the form and function of the program have continued without significant change. New



*This landscaping project at a Red Lodge city park was one of CTEP's early endeavors.*

project applications have averaged about 35 per year for the past five years, with nearly \$4.5 million spent annually on design, construction, and administration of the projects. Although there are twelve eligible categories for CTEP funds, more than 95 percent of all projects in Montana have included one or more of the "big four" categories: Pedestrian and Bicycle Facilities, Landscaping and Scenic Beautification, Historic Preservation, and Rehabilitation of Historic Transportation Facilities. (For a complete list of the eligible categories, go to the MDT Web site at <http://www.mdt.state.mt.us/ctep>.)

While we all wish we could see into the future, we have not been given that gift. We occasionally get questions from local and tribal governments about the future of CTEP—and we can only respond that Congress is not considering any changes to the federal transportation enhancement set-aside requirement, and Montana's Community Transportation Enhancement Program continues to have broad support at the state, local, and tribal level. That said, CTEP is a function of the Federal-aid highway program funds Montana receives, and future federal program levels remain under debate in Congress.

For more information about CTEP, contact Mike Wherley (444-4221, [mwherley@mt.gov](mailto:mwherley@mt.gov)) or Ross Tervo (444-9209, [rtervo@mt.gov](mailto:rtervo@mt.gov)), or visit the CTEP Web site shown above.

### CTEP PROJECT STATISTICS 1992 through 2004

Projects Completed.....	301
Projects Currently in Design Phase .....	79
Projects Currently in Construction Phase .....	90
Total Projects .....	470
Projects Withdrawn by Local Agencies .....	66



# MDT Restores Dearborn River High Bridge



*The newly rehabilitated Dearborn River High Bridge spans a ford used for centuries by the Blackfeet and other tribes to reach the Great Plains to hunt buffalo.*

MDT recently completed restoration of one of the state's most historic bridges. The Dearborn River High Bridge, owned by Lewis and Clark County, is located about 18 miles southwest of Augusta on Bean Lake Road in view of the scenic Rocky Mountain Front. Thanks to the efforts of MDT, the bridge was listed on the National Register of Historic Places in 2004 in recognition of its unique design and significance to the history of the Augusta area and bridge building in the state.

Built in 1897, the Dearborn River High Bridge is the last surviving example of a pin-connected Pratt half-deck truss bridge in the United States. The structure is unusual in that the deck is attached about midway on the trusses instead of at the bottom or top as was common in the late 19th and early 20th centuries. The bridge's builder, the King Bridge Company of Cleveland, Ohio, tailored the rare design specifically to the Dearborn River Canyon. The bridge provided access to Augusta and the railroad at Wolf Creek for local farmers and ranchers. At a cost to the county of \$9,000, the bridge proved to be a good investment in the continued economic prosperity of the area.



*This photo of the Dearborn River High Bridge, taken in July 2001, shows the old wooden plank deck. Because the bridge was built during horse and buggy days, it was probably designed to county bridge standards that specified a load limit of "one deadaxe wagon load of six tons."*

Although the King Bridge Company built bridges throughout southwest Montana from 1892 to 1902, it was most active in Lewis and Clark County and especially in the Augusta area. Research of the company's catalogs shows that this was the only bridge of this design built by the firm. The structure was built during the golden age of steel bridge-building in Montana, from 1887 to 1915.

After over a century of use, the bridge's masonry abutments and concrete foundations were badly deteriorated and needed to be replaced. The trusses also required repair, and the deck and guardrails needed upgrading to accommodate modern traffic. The bridge was, after all, designed and built for wagons, not automobiles and trucks.

The Lewis and Clark County commissioners and MDT decided to rehabilitate the bridge rather than replace it based on its traffic volumes and historic significance. HDR Engineering in Missoula designed the project. The Great-Falls-based Sletten Construction Company was the prime contractor.

To repair the bridge's foundation and abutments, Sletten used two cranes to lift the bridge off the foundation and set it on the river bank. The company replaced the old steel-encased



*Cranes lift the bridge from its foundations to place it on the river-bank where it will be repaired and painted.*

concrete piers with modern reinforced concrete piers that mimic the originals. It also removed the masonry abutments and replaced them with concrete abutments veneered in stone to appear as they did originally. Workers tightened the pin connections and straightened the truss members before hoisting the bridge back into place and setting it on the new foundation. They also added new timber stringers, a glulam deck, and modern guardrails. The final phase of the makeover involved repainting the bridge Venetian Red, its original color in 1897.

Lewis and Clark County and MDT have received considerable attention and praise for this project. Visitors will find an interpretive marker commemorating the bridge at its northwest end.

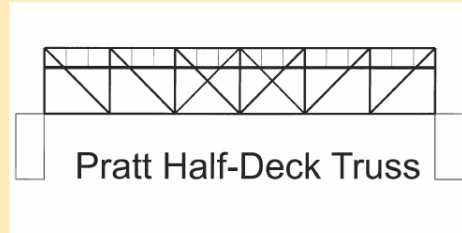
The bridge is located southwest of Augusta. From Augusta, follow Montana Secondary Highway 435 southwest for approximately 15 miles. The drive, one of Montana's most scenic, parallels the Rocky Mountain Front through fertile rangeland. At



Bean Lake, the paved road turns to gravel; the bridge is approximately two miles farther. You can also reach the bridge from Interstate 15. At Wolf Creek, take Exit 226 and follow Montana Secondary 434 northward to the bridge, about 26 miles.

For more information on the history of the Dearborn River High Bridge, contact MDT historian Jon Axline at 444-6258 or [jaxline@mt.gov](mailto:jaxline@mt.gov). For information on the technical aspects of this project, contact Bob Modrow of the MDT Bridge Bureau at 444-6261 or [bmodrow@mt.gov](mailto:bmodrow@mt.gov).

*Jon Axline provided the historical information for this article, John Ascheman of MDT Engineering Information Services supplied the photographs, and Secondary Roads engineer Wayne Noem provided technical assistance.*



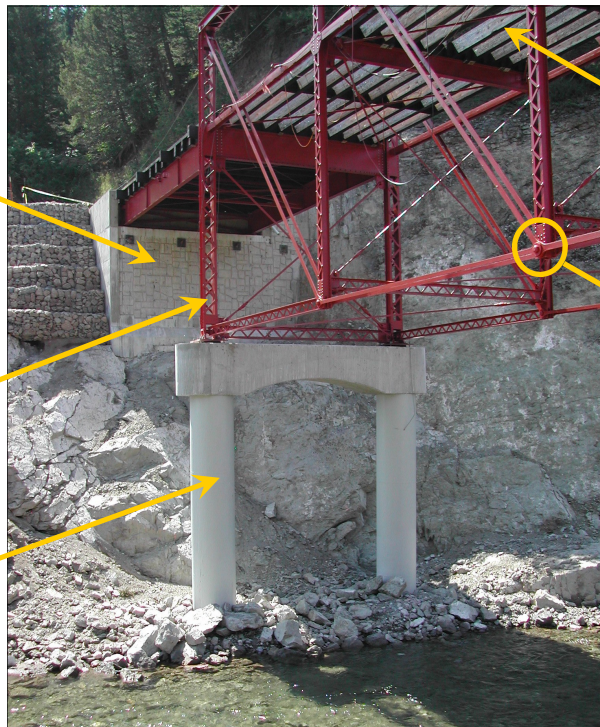
This drawing shows the layout of a Pratt truss. The primary identifying feature is the diagonal web members that form an X-shape in the middle. Developed in the mid-1840's, the Pratt truss was a low-maintenance, durable, and easily prefabricated bridge that could accommodate the expanding railroad and highway systems in the United States. One of the first scientifically designed truss types, engineers modified the design until by 1890 it was the standard for all steel truss bridges both on railroads and highways.

## Bridge Terms

**Abutment** – the main support at the ends of the bridge. As part of the restoration, the contractor replaced old masonry abutments with concrete abutments veneered in stone.

**Truss** – the horizontal, vertical and diagonal members of a structure designed to hold large loads.

**Pier** – a support between spans that usually looks like a column. These new piers are made of reinforced concrete.



**Stringers** – longitudinal members (in this case, timbers) going from truss member to truss member. The deck is placed on the stringers.

**Pin Connection** – a pin or bolt that connects the sections of a truss. Pins were used instead of rivets on many of Montana's early bridges. This was a simpler construction process that allowed eastern factories to easily prefabricate bridge components.

**Deck** – the driving surface of the bridge. For this project, workers replaced the old wooden plank deck (see photo at left) with a glulam deck—a strong, lightweight wooden structure made by gluing boards together on their wide faces with an all-weather adhesive.

**Foundation** – the footings or pilings on which the piers and abutments are set. The foundation is not visible in the above photo.

**Span** – a section of the bridge between two supports.

## MDT Wants Your Comments

To view the list of highway projects MDT plans to present to the Transportation Commission, go to [www.mdt.state.mt.us](http://www.mdt.state.mt.us) and click on the Rail, Transit & Planning link under *Departments*. From there, click on *2005 Proposed Highway Projects*. If you prefer to receive the list by mail, call us at 1-800-714-7298.

Mail your comments on proposed projects to MDT at the following address or e-mail them to [mdt2005pe@state.mt.us](mailto:mdt2005pe@state.mt.us).

MDT Project Analysis Chief  
PO Box 201001  
Helena, MT 59620-1001

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## Contact Information

Only the most frequently requested numbers are listed here. For an area or person not listed, call 800-714-7296 (in Montana only) or 406-444-3423. The TTY number is 406-444-7696 or 800-335-7592.

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*Newsline is a quarterly publication of the Rail, Transit and Planning Division, Montana Department of Transportation.*

6,952 copies of this public document were published at an estimated cost of \$0.373 per copy for a total of \$2,595 which includes \$745 for printing and \$1,850 for distribution. Alternative accessible formats of this document will be provided upon request. For further information call (406)444-6331. The TTY number is (406)444-7696 or (800)335-7592.

MDT's mission is to serve the public by providing a transportation system and services that emphasize quality, safety, cost effectiveness, economic vitality and sensitivity to the environment.

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